SC Wing Safety Notification

Recently SC had an aircraft that had damage that occurred during the pre-flight inspection. The aircraft had flown recently without incident or any indications that an incident would occur in the future.

During the pre-flight inspection, the pilot was following the checklist and during the flap extension the pilot heard a loud "pop" and immediately stopped the flap extension by pulling the flap circuit breaker. Upon initial investigation it was discovered that the flap was jammed and twisted.

Upon further investigation, A&P mechanics determined that the probable cause of this incident was because of a jamming condition most likely created between a broken flap track support bracket and the flap roller arm assembly. The inboard flap track support bracket likely failed as a result of excessive wear or shear from the flap roller arm not having sufficient clearance to avoid contact with the bracket during operation. The dislodged/broken support bracket then re-positioned into the flap track assembly area and jammed/twisted the flap.

The Bottom Line

The pilot followed the established proceudres per the checklist. Additonally, it is clearly evident that there was a solid foundation of systems knowledge that was very beneficial. This situation is not an initial occurance. Cessna has issued a service bulletin (SEB95-3) to address the issue associated with the cracking on the flap track.

What if…

The situation was changed slightly. Let's say that the aircraft passed the pre-flight inspection with no observed defects. During the approach to landing, the flaps are extended and the same damage occurred. What would you do? Do you have the systems knowledge to fix the situation?

Remember, the most important thing to do is:

1. Fly the airplane
2. Analyze the situation and take proper action
3. Land as soon as conditions permit